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HEARING OF ZONING BOARD OF APPEALS
1299 BEACON STREET
Monday, June 3, 2019, at 7:00 p.m.
Brookline Town Hall
333 Washington Street
Fifth Floor
Brookline, Massachusetts 02445

Reporter: Deborah J. Bateman

1 APPEARANCES:

2 Jesse Geller, Chairman

3 Johanna Schneider, Board Member

4 Kate Poverman, Board Member

5 Randolph Meiklejohn, Board Member

6

7 Maria Morelli, Planner

8

9 Cliff Boehmer, peer reviewer

10 Haril Pandya, CBT Architect

11 Peter Habib, CBT Architect

12 Geoff Engler, 40(b) consultant

13

14 Stefan Vogelmann, CBT

15 Rachna Balakrishna

16 James Fitzgerald, Environmental Partners

17 Art Stadig, Walker Consultants

18 Alan Simon, Simon Design Engineering

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P R O C E E D I N G S

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CHAIRMAN GELLER: Good evening, everyone. We are reconvening our hearing on 1299 Beacon Street. This is an application for a comprehensive permit. Our last hearing was May 1. Tonight's hearing is going to be dedicated to hearing the applicant's revised plans. And any other changes in the project, we'll get a staff report with some updates. We have not selected future dates, which we will do. This hearing currently is extended through July 31, so time is running out. We do this evening, fortunately or unfortunately, we have a hard cutoff of 8:28.

How'd I do?

MS. SCHNEIDER: Thank you.

AUDIENCE MEMBER: That's right before the puck drops.

CHAIRMAN GELLER: So we are going to try to accomplish as much as we can, but I'll be candid with you, we're not going to get everything done tonight that we would hope to get done. So one thing we will have to do is we're going to have to make time so that we can at least have a brief discussion about next dates because I'm sure there will be plenty of additional

1 things we need to take care of.

2 MS. SCHNEIDER: Do you want to do that now?

3 CHAIRMAN GELLER: Yes. Good idea. So let's
4 look at calendars. That's a great idea.

5 MS. MORELLI: So I think -- I just want to
6 point out that one member is going to be -- or
7 unavailable --

8 CHAIRMAN GELLER: Okay.

9 MS. MORELLI: Let's see. Unavailable June 12
10 through July 4, and then away July 21 through June --
11 July 28, and -- maybe we can start with some dates where
12 Johanna is available the 12th. And let me just --

13 MS. POVERMAN: I think I realize I may just
14 not be able to make the next hearings.

15 MS. MORELLI: Okay.

16 MS. POVERMAN: So --

17 MS. MORELLI: All right.

18 MS. POVERMAN: -- you know.

19 MR. MEIKLEJOHN: Approximately how many
20 more are we likely to have between now and the end of
21 July?

22 MS. MORELLI: So depending on what charge you
23 have with the developer, I see the hearing being on
24 geotech and construction management planning, and then

1 there would be another hearing for waivers and
2 conditions, and possibly a third to continue follow-up on
3 conditions. So I would see maybe three more hearings. I
4 think whatever we don't cover this evening could continue
5 to the next hearing. So let's -- it might be hard to
6 have three hearings in July, you know, if we have to work
7 with Kate's schedule, so.

8 MS. POVERMAN: Yeah, I'm just not -- just do
9 what you have to do.

10 MS. MORELLI: Okay.

11 MR. MEIKLEJOHN: Johanna?

12 MS. SCHNEIDER: Yes.

13 CHAIRMAN GELLER: So I'm going take a shot
14 here, but I'm going to say it's not possible to meet next
15 week?

16 MR. MEIKLEJOHN: The week of June 10?

17 CHAIRMAN GELLER: Correct.

18 MR. MEIKLEJOHN: That -- what's not possible
19 about it? New materials, you expect, or just our
20 schedule?

21 CHAIRMAN GELLER: I assume people's schedules.

22 MS. POVERMAN: I can make the 10th --

23 CHAIRMAN GELLER: I'm throwing it out.
24 Johanna?

1 MS. SCHNEIDER: I cannot do the 10th. I can
2 maybe do the 11th.

3 Kate, you cannot do the 12th? Because I can
4 do the 12th.

5 CHAIRMAN GELLER: She's gone from the 12th on.

6 MR. MEIKLEJOHN: I can't do the 11th, but I
7 can do any other night.

8 CHAIRMAN GELLER: You can't?

9 MR. MEIKLEJOHN: I can't.

10 CHAIRMAN GELLER: So that's next week.

11 MS. MORELLI: So next week is out.

12 CHAIRMAN GELLER: So then you're talking --
13 all right. July 8, 9, 10. Those are the next
14 availables.

15 MS. SCHNEIDER: Do we -- do we know if there's
16 another 40(b) on the 10th for something else?

17 CHAIRMAN GELLER: When do we have --

18 MS. SCHNEIDER: Do we have a 445 meeting that
19 night?

20 CHAIRMAN GELLER: No, that's --

21 MS. SCHNEIDER: No, we -- 17th.

22 MS. POVERMAN: Yeah, I'm free.

23 CHAIRMAN GELLER: 8th, 9th, and 10th?

24 MS. POVERMAN: Uh-huh.

1 CHAIRMAN GELLER: Okay.

2 MR. MEIKLEJOHN: I'm open.

3 MS. SCHNEIDER: I think the 10th is okay.

4 MS. MORELLI: July 10?

5 MS. SCHNEIDER: Yes.

6 MS. MORELLI: Okay.

7 CHAIRMAN GELLER: Okay. Next week -- the week
8 after that, does anybody have availability?

9 MS. POVERMAN: I can be available.

10 MS. MORELLI: I'm not available on the 16th,
11 but I can change it. July 16, but I can change it.

12 CHAIRMAN GELLER: Okay.

13 MS. SCHNEIDER: Is that --

14 MR. MEIKLEJOHN: I'm wide open.

15 CHAIRMAN GELLER: Yeah, we're on the 17th.

16 MS. SCHNEIDER: We're on the 17th.

17 MR. MEIKLEJOHN: Oh, I may have a -- sorry. I
18 just see something on the 16th now.

19 CHAIRMAN GELLER: 15th?

20 MR. MEIKLEJOHN: The 15th. Okay.

21 MS. POVERMAN: Yep.

22 MS. SCHNEIDER: Yeah.

23 CHAIRMAN GELLER: So let's make --

24 MS. SCHNEIDER: Is that enough for now?

1 CHAIRMAN GELLER: Yeah, I think so. Because
2 that gives us a little bit of buffer space for the third
3 and potentially a fourth hearing if it's necessary.

4 MS. SCHNEIDER: Okay.

5 CHAIRMAN GELLER: Okay. Great. Okay. So the
6 next hearing -- look how quickly we did this. The next
7 hearing's July 10, 7 p.m. The following hearing -- which
8 we think is a firm date, but I'm going to just warn
9 people. Sometimes they morph into tentative dates
10 depending on what happens -- July 15. Okay.

11 MS. SCHNEIDER: I thought that it was July 10.

12 CHAIRMAN GELLER: July 10 and then the 15th.

13 MS. SCHNEIDER: Okay. Gotcha.

14 MR. MEIKLEJOHN: Wednesday.

15 MS. POVERMAN: Should we set something up for
16 the last?

17 CHAIRMAN GELLER: No.

18 MS. POVERMAN: Okay.

19 CHAIRMAN GELLER: Okay. Again, for the
20 record, tonight's hearing is being transcribed. It's
21 also, I guess, being --

22 MS. SCHNEIDER: Televised.

23 CHAIRMAN GELLER: -- being shown on Brookline
24 Cable. Transcripts are available typically about two

1 weeks after the specific hearing, so anybody who wants to
2 access information from this specific hearing, two weeks.
3 Should be able to find it at the Town's website under the
4 Planning Department.

5 Information that is being presented at
6 tonight's hearing, I believe, all of it --

7 MS. MORELLI: All of it.

8 CHAIRMAN GELLER: -- is available on the
9 website for access for people that have not already
10 accessed it.

11 If you are offering testimony tonight, speak
12 loudly, clearly. Start by giving your name. Even though
13 you've given us your name 16 times before, just remind us
14 for the record. Randolph Meiklejohn, Kate Poverman,
15 Jesse Geller, and Johanna Schneider. Maria Morelli is
16 here from staff.

17 And let's start with Maria. Marie, update.

18 MS. MORELLI: Okay. Yes, Maria Morelli,
19 senior planner, Planning Department. Just a little
20 background. The last two hearings, April 24 and May 1,
21 were devoted to all of the functional areas pertaining to
22 site plan review, how the site -- the ground plane
23 functions. That was stipulated by Chairman Geller
24 several times that the project needed to show how that

1 ground plane, site circulation, and impact on the public
2 way would work.

3 The May 1 plans we saw did incorporate some
4 changes with a circular drive, no food use, no grocery in
5 the retail. There was a corresponding updated trash
6 plan. And then there was a holding area for two cars on
7 the ground plane at the south.

8 At that May 1 hearing, we had extensive
9 geotech review both from the project team's consultant as
10 well as the ZBA's peer reviewer. When asked, Mr.
11 LaFrance for the ZBA concluded that there would be a
12 significant difference between two and three -- four --
13 between two and three levels of subgrade parking; namely
14 that third level was built in the water table and had an
15 impact on groundwater issues, copious soil removal, as
16 well as soil testing. And even if we were to go to
17 two -- two levels, that removes the groundwater impacts
18 but still the soil testing and the construction
19 management planning remains.

20 I just want to go over the ZBA charge which
21 was pretty extensive and very detailed. Regarding the
22 massing, the ZBA was not convinced that the 3-foot
23 step-back that was at the fourth floor on Soule, the
24 south facade, was enough, and that view was supported by

1 Cliff Boehmer, the design peer reviewer. Mr. Boehmer
2 recommended looking at a 6-foot step-back but didn't
3 guarantee that that would be enough. The point was that
4 this had to be studied.

5 Mr. Boehmer also recommended studying seven
6 and nine stories instead of eight and nine -- instead of
7 eight and ten stories. Again, it was something that
8 needed to be studied. It wasn't a prescription.

9 At the ground level, Mr. Meiklejohn, who's the
10 architect on the ZBA, and another member, felt that the
11 setback at the ground level needed to be increased to
12 accommodate a waiting area and increased circulation, and
13 that was studied as well.

14 Overall intensity of use and impact on the --
15 from the program was another focus of ZBA. And
16 Ms. Schneider was concerned about the construction means
17 and methods for three-level subgrade garage. She said
18 the impacts from a geotech viewpoint would pose
19 substantial impacts on the public way, and construction
20 management was an important aspect of this. She had
21 recommended reducing the number of vehicle trips but
22 maintain the parking ratio recommended by the peer
23 reviewer Art Stadig from Walker Consultants.

24 Ms. Schneider also stated that the 55-and-up

1 development should use the apartment use not the senior
2 living use code in the ULI methodology. She was also
3 concerned about impact on municipal groundwater and
4 stormwater system, and wanted that addressed now as well
5 as soil and groundwater testing.

6 There was another query about the meeting room
7 on the -- I believe the second floor level. Mr.
8 Meiklejohn felt the queuing on Soule would be inevitable
9 and that was another reason why he wanted to see more
10 space on the site, on the south. And he also felt the
11 bulk of the building was too massive, and Ms. Poverman
12 agreed, and there was some discussion on height.

13 Last, for geotech, there was a significant
14 difference in terms of impact between two and three
15 levels of garage. There wouldn't be groundwater issues
16 or dewatering, but soil testing would still be required,
17 as well as excavation support and the amount of soil
18 excavated and trucked away. There does need to be a
19 construction management addressed during the public
20 hearing and not relegated to later as we usually do.

21 So toward that end, on May 17 there was a
22 construction management meeting with Ms. Balakrishna and
23 Mr. Dhanda, the applicants, and their project manager
24 Jamie Haas. We also had Mr. Bennett from -- who's the

1 building commissioner attend. This was a site visit. We
2 discussed some initial ideas that Mr. Haas had for truck
3 routes, ensuring that there wouldn't be -- the public way
4 would not be obstructed with excavation equipment, and
5 also foundation methods. He was also asked to put this
6 in a -- a preliminary draft of the construction
7 management plan to provide that before this hearing.
8 Even though we don't have time to discuss it tonight, we
9 want to have adequate time to address it.

10 The geotech peer reviewer Dan LaFrance
11 provided a preliminary overview prior to this hearing
12 which you have before you, and it's also posted online.
13 It won't be discussed tonight, but it does give the
14 project team and staff enough time to address for the
15 next hearing.

16 Mr. Boehmer is here this evening. We had a
17 staff meeting with him and the project team on May 22,
18 and we looked at the ZBA's charge as well as the
19 revisions that the team made. I will say that that
20 meeting was very successful. Both Mr. Boehmer and I were
21 pleased with the meaningful changes that the team had
22 made in response to the ZBA charge.

23 One thing that wasn't necessarily met was
24 regarding the parking ratio, and it is lower than is

1 recommended by Mr. Stadig, which he will address;
2 however, the commercial use, even though it has gone up
3 from 5,000 square feet to 6,600, the intensity -- there
4 are restrictions on that use. There won't be any food
5 use or grocery. And the project team can discuss further
6 how they're going to manage, you know, transportation
7 management demand, or what their plan is for that, and
8 how they are going to -- how they would be happy -- or
9 pleased with certain restrictions on the retail.

10 Okay. So I'm not going to give you an
11 overview of the changes that were made because that's
12 going to happen next, but there was a considerable
13 emphasis -- we did ask the project team to emphasize how
14 intensity of use was reduced. We have a memo from the
15 health department regarding the trash plan. And we also
16 had our traffic consultant look at updated traffic
17 counts, not for the intersections, but for vehicles
18 entering and exiting the site based on the apartment use
19 code and the current program.

20 So unless you have any questions, I'll just
21 turn it back to you.

22 CHAIRMAN GELLER: Questions? Randolph?

23 MR. MEIKLEJOHN: No.

24 CHAIRMAN GELLER: Kate?

1 MS. POVERMAN: No.

2 CHAIRMAN GELLER: Johanna?

3 MS. SCHNEIDER: No.

4 CHAIRMAN GELLER: All right. Okay. Thank
5 you, Maria.

6 I want to call on the applicant to present to
7 us the revisions and any other testimony you want to
8 offer this evening.

9 MR. PANDYA: I don't know if you can hear me
10 on this thing or not.

11 MS. MORELLI: Just speak loudly.

12 CHAIRMAN GELLER: The school committee must be
13 very short.

14 MR. PANDYA: Good evening. My name is Haril
15 Pandya, principal at CBT, and we are -- we're excited to
16 be presenting this today because I think we actually,
17 like Maria was saying, had some pretty fruitful
18 conversations and had some meaningful changes to the
19 project overall. The project in its arc since '18 -- or
20 early '18 has gone through some considerable changes, and
21 we'll present those tonight as sort of the arc of the
22 overall protect in its -- in its sort of meaningful
23 existence, and then directly address some of the concerns
24 that were brought up that Maria just mentioned, as well

1 as some of the input that Cliff had brought to the table
2 in the meeting as well. And I think all of this pushed
3 the project in a positive direction.

4 So with that, the screen's very blue, so I
5 apologize. It's not blue up on my screen. But -- so
6 these are more -- consider these as like a table of
7 contents, if you will, the areas that we were tasked to
8 address and sort of agree that were some areas that we
9 should focus on. Obviously there was the reduction in
10 the intensity of use of retail; some of the screening
11 components -- I'm kind of going counterclockwise --
12 screening components; looking at what the garage doors
13 might look like; understanding some of the intensity of
14 the parking as a result of use; pedestrian level realm
15 studies; vehicular movements; ground -- ground level
16 activity in the amenity space; elevational studies;
17 massing studies; the count of units overall;
18 understanding setbacks; and, of course, heights of the
19 project overall.

20 So this is a fair amount of topics that we
21 embarked upon in a short period of time just to
22 understand the building overall in this concept phase,
23 but wanted to make sure that things ultimately ended up
24 being meaningful enough. And I think from our last

1 meeting, as Maria pointed out, there seemed to be some
2 collective understanding that we were headed in the right
3 direction.

4 This was the previous sort of massing or view
5 that we had showed before where we had the eight and ten
6 floor massing. We had -- I don't know if this pointer's
7 going to work all the way from here. Oh, good.

8 We had this datum line which was a cornice
9 line which I think was a good discussion that we had with
10 Cliff back to try to help create some relationship to the
11 building across the street that's around 48 or 50 feet
12 tall, and we thought that approximately around the fourth
13 floor of this building, we would try to create some sort
14 of datum line relationship to kind of understand the
15 street wall of Soule Ave., and then using that as a piece
16 to set back the upper massing on Soule Ave. as well.

17 So at that time, we had three feet as a
18 setback, and I think, you know, from that discussion, we
19 wanted to show something a little bit more meaningful.
20 And I think we looked at it two ways. I think one is to
21 simply say you can just set back the mass, and the other
22 way is to say can we look at the massing differently
23 overall, that it actually had more components and a
24 little bit more complexity and materiality, and a little

1 bit more complexity in its massing to actually help
2 offset that. So it's not just simply going from three to
3 four, or three to four and a half, or anything like that.
4 It's simply we wanted to look at the -- we wanted to look
5 at the building a little bit differently.

6 So the outline that you see now is the old
7 building. I'll kind of toggle this a couple of times so
8 that you get a sense. So where we are now is a --
9 there's a reduction. So this line here represents the
10 old ghost of the previous height, and we are now at eight
11 and nine stories. So we've taken a floor off the top of
12 this component here and reduced it by 11 feet off the
13 building.

14 We've also done a few other things. So one is
15 we've reduced the height of the Soule Ave. sort of
16 corollary component because there is a balcony level on
17 the building across the way that has a very similar datum
18 line as well, but we decided to do it at the third story
19 because it actually optically makes the building feel a
20 little bit smaller and not as tall from that perspective.
21 And then what we did is that second layer back, we set it
22 back to six feet. So from this plane back to this plane
23 is now six feet back. And then on top of which we only
24 took that up to about seven stories, and then the last

1 two upper stories are yet another foot back.

2 So at the top when you get to the this top
3 level, we're at a total of seven feet back from where we
4 were before. Not to mention the side component of this
5 upper piece is also set back an additional four feet. So
6 this crown, if you will, of the building is now set back
7 four feet on this side and an additional foot back from
8 the six feet back, so we're at a total of seven feet back
9 overall for this mass.

10 So this entire corner now from Soule, if you
11 were standing here looking towards the project, the
12 corner is pushed back significantly. Seven feet is
13 pretty substantive. So that's really come back a lot.

14 And now there's also material changes. So
15 there's a total differentiation between this mass and
16 this mass. Both terra-cotta panels. We've added a third
17 component which is metal panel which we're using as the
18 in-between pieces between the vertical components or the
19 pilaster components to add a little bit more shadow and
20 relief.

21 So if I go back and forth again, this was the
22 previous mass that we were here with before which
23 happened to have a little bit more "coplanerness," if you
24 will, and then we arrived at this mass which actually

1 broke it down even further with much more setbacks and a
2 loss of a floor. So I think that was a helpful push in
3 looking at the project and sort of breaking up the Soule
4 Ave. elevation and mass considerably.

5 This was the previous -- so what you're going
6 to see here are a series of before and afters. And I'm
7 happy to continue to toggle back and forth. But now
8 we're going to be looking at it from different
9 perspectives. The perspectives are analogous to the
10 perspectives that were presented before, but just to give
11 you, again, the sense of the before and after.

12 So this was the previous version that you
13 saw earlier in May, and you can see the reduction here.
14 So here you can see this is set back the six feet, and
15 then it's set back yet another foot -- another foot,
16 sorry -- from that edge. So you can even see this corner
17 actually gets a lot shorter because this corner of the
18 building goes in further. You'll see it from different
19 views.

20 So this is Material A, sort of
21 terra-cotta/warm brick tone; this is Material B,
22 terra-cotta sort of like light limestone or sandstone
23 tone; and then you have a metal panel and some other
24 pieces to help sort of add that contemporary flair and

1 create some shadow differentiation with the window wall
2 system.

3 At the ground level, we're up a little bit,
4 but just to give you a little bit of an aerial
5 perspective of where we were before of the -- above the
6 Trader Joe's lot looking back at the site, this is where
7 we were before, and this is where we are after. And I'll
8 do that again. Before. And then after. So you can see
9 here, this corner has been eroded away pretty
10 substantially as a result. The canopy has gotten
11 shorter, shallower, allowing more natural light to
12 actually penetrate the plaza -- the arrival plaza here.
13 So you can see just from those -- sort of the toggle
14 there alone that that's going to be a helpful component
15 to have more natural light to the project.

16 And then this just talks about vehicular
17 access a little bit just to understand that, you know,
18 the parking arrival, you know, would come in Soule.
19 Soule is one-way, so you come in up Soule, make a left
20 into the parking garage. This garage represents sort of
21 the residential or the -- you know, there's some repairs,
22 etc., needed, we'll go into that in a minute here, but
23 this bay represents that parking -- the parking
24 structure, and then this is the loading dock here. So

1 cars would come in, pull through, plenty of room for the
2 car to get through, and enough room here for a couple of
3 cars in waiting. And even if a truck were backed into
4 here, there's still rooms for the cars to pull through
5 and out.

6 So, you know, there may be times in a given
7 time of the year where that's all happening at once, but
8 managed by the building, managed by the folks that are
9 there and orchestrate it in a fashion that that would
10 hopefully not have a confluence more times than not.

11 So you can see here this is the truck sort of
12 backed in. When I get to the plan of the first floor,
13 you'll also notice that we've elongated the loading dock
14 internally by an additional five feet, so that helps give
15 us a little bit more room for not only the loading but
16 potential any future trash storage as needed on a
17 temporary basis. But a little bit more breathing room in
18 the day-to-day life of the building.

19 This is more of the ground plane, sort of
20 eye -- normal, human eye perspective. Looking at, this
21 is the before. This is the after. So you can see this
22 mass that's right here which was the previous four-story
23 relationship cornice that was across the street, but now
24 pulled back. So you have, we'll call it for elevation

1 purposes, zero minus six feet minus seven feet. And then
2 getting even closer, at the entry level this is the
3 before, and this is the after, again.

4 We'll talk about the uses. We just wanted to
5 bring up a sample. So we talked last time a little bit
6 about an idea of potentially putting some art. So rather
7 than looking at just garage doors, even though these
8 garage doors would be nice in and of themselves, we
9 thought that there's an opportunity -- and these are just
10 examples, just ideas that are possibilities -- if we can
11 put some sort of film or art or something nice, just sort
12 of create something visually pleasant on the garage
13 doors, which I think would be quite nice. There -- it's
14 change -- "change-outable," or we can alter it as we need
15 to. So it's not a painted-on piece. It would be a vinyl
16 decal or something like that that can go on.

17 And then we jump out a little bit further to
18 the aerials from both Beacon and Soule. So we'll run
19 around these. This was the before that was there. You
20 can see here this was the eight- and ten-story mass. And
21 now we're down to the eight- and nine-story story mass
22 again. Before. After. And you can see here we've
23 pushed this piece -- we've pushed this piece back, and
24 this upper component is back as well. So we tried to

1 create a lot more stepping on the -- on that side of the
2 building. And also, the decrease in mass helps with
3 shadowing and that sort of thing overall.

4 This was the before. We're further down, as
5 you can see here, sort of past the Trader Joe's lot. And
6 then the after. And the Beacon side hasn't changed much,
7 but we'll come back. We have some elevational studies
8 that kind of talk about it. But what we had talked about
9 previously, which is still the case, is that we're using
10 this building, and then our building in between is sort
11 of the connective blue that steps down on this side of
12 the elevation where you're up here, you have a datum line
13 that's next door that's here which we sort of pick up on,
14 and then it steps back down to the building next door.

15 So we're sort of collectively as the road --
16 as the road slopes a little bit, we're stepping down in
17 accordance. We have, you know, datum lines and whatnot,
18 and we talked about before, to have the residential entry
19 that's going to be here, and we'll have two store front
20 entries that are here as well. So two stories of retail
21 use that will face the Beacon Street side.

22 And then just some added views and aerials.
23 You know, interesting to note in these aerials is this
24 sort of scale of the surrounding buildings that are in

1 the area, notably, you know, these that are here.
2 They're all sort of within line now with the building
3 that -- that we're proposing. And there's some other
4 aerals that support that as well. So these are not
5 before or afters. This is the actual design. This is
6 more of a contextual fit to see how the building has a
7 relationship to sort of other buildings in the area that
8 are of that height and in that scale.

9 This is a view, more pedestrian, from Soule
10 further down. So the post office currently next door has
11 some trees that will mostly likely be compromised in the
12 process, but the hope is to go back and put back trees
13 that we can use to create screening. There was a
14 question brought up last time about that side of the
15 building and how that will be screened. And I think not
16 only -- so on the building itself, we'll have a very
17 similar screening plan as we have on the Trader Joe's
18 side, which is sort of a trellis spaced green wall, and
19 then we'll do that similarly on this side, but then we'll
20 also utilize the fact that we'd like put to back some
21 trees back to where they were. So that will add to more
22 effective screening very similar to what you see.
23 Obviously, it will take time for the trees to mature, but
24 nonetheless, get back to that spot.

1 Just getting a little bit closer. And this
2 one's sort of down Harvard across the way looking at the
3 project. And then from Pleasant. So this setback here
4 from this really allows this to be the more Beacon Street
5 face, the retail face there.

6 And we can see there's -- you know, there's
7 still considerable height in the area in this building
8 sort off in the distance.

9 So here we went back a little bit to look at
10 the site slides that we prepared in previous
11 presentations because I think it's sort of important
12 again to come back to understand how this building is
13 related to these. You know, we're not simply just
14 dropping in tall, white boxes that happen to be as tall.
15 These buildings are as tall. And some of them are even
16 taller. So we're -- if you look at sort of this
17 immediate circular zone of buildings, you can see even by
18 the straight elevation, there's a fair amount of height
19 in the area. And then when you add the building back in
20 to the site, pretty much in line with its -- with a lot
21 of its surrounding context.

22 And then we went back to the height map that
23 we did before where previously we were at 120, and we are
24 now at 109 after removing that top story. Other

1 buildings in the area that are 109, 107, in the 90s, and
2 123. But if you look at the immediate context, you know,
3 we're not -- we're not that far off in is overall height
4 and its relationship to its neighbors from that
5 perspective.

6 And then it's just straight-on elevations.
7 This was the previous, and this is the after. And in the
8 after, you can see the dash line represents where we were
9 and where we've come down to. So we have glass rail;
10 like I mentioned earlier, metal panel; the terra-cotta
11 system; aluminum window system; and then two different --
12 as I mentioned, two different tones of terra-cotta.

13 Cross-sectional elevation. And you can see
14 here again the dash line being the vestige of the
15 previous.

16 So this is that post office elevation. So
17 we -- you know, there's got to be some louvers, and we
18 are going to do the screening with the vegetation, but
19 then also there'll be trees back in front of this. And
20 then the rear, and the reduced height, and then looking
21 the other way. So this is the Trader Joe's lot right
22 here. And then that's the after.

23 So we were -- if you go back much further, you
24 know, we were at four stories, but we had mentioned down

1 to three. We studied also the -- the construction
2 aspects, and we are now at a two-level parking garage
3 below grade. And to mention the reduction in the height
4 as well, so we're at 109 above grade and two levels below
5 grade.

6 This section actually is an evolution section
7 that we've come up with that actually talks about the
8 first July submission in 2018 and how we had a very deep
9 overhang. The building came out much further. We were
10 very close to our property line before. And we've
11 evolved in the June of 2019. We did pop up then for a
12 little while, and then we had come back down. This is
13 when we were at the three-foot setback. And now you can
14 see here we've actually overlaid every one of these
15 studies, we've come back considerably in making some
16 significant changes to the current profile of the
17 building on Soule from where we were from left to right
18 if you consider this a timeline of the evolution of the
19 building.

20 Also to note is a massing timeline. So this
21 is where we had come in originally. And if you maybe
22 look at this particular tree, because this tree doesn't
23 move in all the drawings, you can kind of see that the
24 edge of this building kind of lined up with the shadow

1 line and follow that, you can see how the building has
2 set back insomuch as you can almost see the building
3 completing itself before we even get to that tree. So
4 this building has shifted considerably from left to right
5 over the time that we've been looking at this project,
6 and come down, as you can see now, in height.

7 And then back to the study of the building
8 across the street on Soule. You know, we were talking a
9 little bit about having the datum way up at the roof, and
10 I think there's a very strong datum line here at this
11 balcony level of the building across the way, and that's
12 what we're sort of picking up because that is what this
13 sort of reads as. It feels like sort of a terrace
14 balcony component, so that is a line that we're trying to
15 actually capture. And that actually brought the entire
16 mass much lower as a result of doing that. So we thought
17 that was a helpful component in massing the building.

18 And then, you know, there are materiality
19 pieces on the ground level. You know, we talked about
20 just what some of the paving materials are. And between
21 brick pavers and landscape, we want to make sure there's
22 definitely enough landscape buffers on either edge of
23 the site, along with the Soule Ave. site as well, to
24 kind of create plantings. And then we have the entrances

1 into both drive aisles.

2 And listed on, I think in front of you, it's
3 probably easier to read than up there, are actually all
4 the material -- material notes that are there -- it's
5 even hard for me to read up on the screen -- all there in
6 front of you.

7 Parking levels, we're at 52 spaces now. We're
8 also at 15 percent compact cars, which is a lot less than
9 the requirement -- or the limit rather. So we are at 15
10 percent compact cars, and we do have six spots for
11 electric vehicles, as well as the overall self-parking.
12 We started way back, if you remember, with the valet. We
13 are now down to self-park, so it makes the parking
14 management a lot easier to navigate the garage, and
15 especially at two levels. These are the electric
16 charging stations down here on P-1.

17 And this is the previous first floor plan that
18 we saw that had the meeting room that, I think, Randall,
19 you had questioned, and there were others, and then
20 talked about sort of what the edge or energy of this
21 would be. The retail is much bigger. We had a
22 restaurant use in play, and we have changed the floor
23 plan considerably as a result, increased the width -- or
24 rather, sorry, the length of the loading dock. Put

1 fitness use, that is an amenity to the building, so we'll
2 see a little bit more energy on the glass line on that
3 side, along with sort of a supported yoga, storage, etc.
4 There's the mailroom, and the retail which is now a
5 non-intense use, a nonfood use essentially, is taking its
6 place where the restaurant use was.

7 Each retail user has its own temporary trash
8 storage. We'll get into trash in a minute. But they'll
9 essentially take care of their trash by floor, either by
10 bringing it to the loading dock or in the second -- case
11 of the second-story retail, bring it down into the garage
12 and back out to the loading dock.

13 This used to be the upper amenities area which
14 was the second floor previously, and now we've -- we know
15 that this is most likely going to be the Neena's light
16 store that will be up on the second floor here. And then
17 there's a small management office which -- with some
18 coworking space for the building as a shared amenity.
19 And again, a temporary trash room for that retail tenant,
20 or Neena's, in this case.

21 So again, both retail uses, low intensity,
22 impacts on parking is used. It's not food or
23 restaurant-based. It's a sort of limited vehicular
24 intensity of use retail.

1 Upper floor has mainly remained the same as
2 far as the plan layouts as far as the unit -- the units.
3 We had to, with some of the setbacks, some of the sizes
4 and square footages, you know, had to be manipulated to
5 kind of work and still be economical and market viable.

6 So this is where we -- this it where it stands
7 now. We are at just around 100,000 gross square feet on
8 the building, which, when we first came in here, we were
9 at 111, ballooned to 122, and we're down to 100. So the
10 FAR actually has consistently come down now; 65 units
11 overall, 52 parking spaces, two levels of parking. So
12 definitely, we've trended, you know, sort of creating a
13 project that's a little bit more scaled and a little bit
14 more complex as far as materialities and design goes just
15 to give a little bit more interest to the mass.

16 And that's where the project is from a design
17 perspective, if there's any questions. Otherwise, you
18 can dive into the day-in-the-life in the trash and some
19 other things, loading.

20 MS. SCHNEIDER: Could you go back to the slide
21 where you were showing the height of this building in the
22 context of other heights in the surrounding area.

23 CHAIRMAN GELLER: The measured.

24 MS. SCHNEIDER: The measured. That's the one.

1 So when you're showing these various heights, does that
2 include mechanical penthouse on any of them?

3 MR. PANDYA: No.

4 MS. SCHNEIDER: It's -- okay. Thank you.

5 And what is the height of the mechanicals on
6 this? It does seem quite high.

7 MR. PANDYA: It's probably going to be around
8 10 feet, is my guess, because depending on -- that can
9 come down considerably once we start looking at the
10 mechanical system per unit depending on how we heat and
11 cool these units. But there's going to be an elevator
12 override for sure, if nothing else. And there's going to
13 be a stair override most likely to get roof access for
14 maintenance. So at a minimum, you'll see those things
15 pop up through, and if you have to have an air -- on the
16 roof with all the other components. I mean, technology's
17 getting smaller. These units are getting smaller and
18 smaller as we go, but we -- an elevator override is
19 usually a floor-plus anyway. So at a minimum, some of
20 those things are going to be there.

21 MS. SCHNEIDER: Thank you.

22 CHAIRMAN GELLER: Anybody else?

23 MR. MEIKLEJOHN: The -- thank you for going
24 through all that. It's a lot of information. At the

1 parking the -- the parking approach which is sort of
2 describing the vehicular activity, did the footprint
3 of the building sort of the line of the -- you know,
4 the doors and the building wall change, or just the
5 overhead?

6 MR. PANDYA: Just the overhead.

7 CHAIRMAN GELLER: Just the overhead piece.

8 MR. MEIKLEJOHN: The garage door art, is that
9 a proposal for both garages, or just the tenant one. I
10 mean, the other -- not garages. The dock --

11 MR. PANDYA: It's for both doors.

12 MR. MEIKLEJOHN: It's for both?

13 MR. PANDYA: Yeah.

14 MR. MEIKLEJOHN: There was something -- I
15 forget the number. This is a question about what happens
16 on the overhang at the level of the second floor. It
17 looks like it's all private balconies now on both
18 directions, east and west.

19 MR. PANDYA: Right. Because there used to be
20 an amenity floor before. Now they're units.

21 MR. MEIKLEJOHN: Right. There was something
22 funny. It might have just been digital junk showing up
23 on one of the renderings, but it's --

24 MR. PANDYA: It's possible.

1 MR. MEIKLEJOHN: -- it's the same thing? It's
2 private balconies.

3 This is a comment, not a question. You've
4 talked about the height of buildings in the neighborhood
5 before, and I'll say before what I said -- I'll say what
6 I said before. I think the comparison isn't complete
7 when you just talk about height.

8 I think one of the differences in the
9 buildings in the neighborhood would be worth examining,
10 and I would like to have a part of this discussion, is to
11 be able to compare the amount of open space around these
12 other tall buildings, whether -- even if it's vehicular
13 open space, but especially if it's landscaped open space.
14 I think the -- my sentiment in comparison with at least
15 some of them, you know, your building is tight on its
16 site, offers very little open space, and that was related
17 to the request to increase some of that parking approach
18 zone.

19 MR. PANDYA: Are you referring to space --
20 open space on the site of the building itself?

21 MR. MEIKLEJOHN: Yeah. And, you know,
22 that's -- and we've talked about this before, you were on
23 a tight site, but that was -- to me, it's not enough to
24 compare buildings only by height when I think those other

1 ones occupy the street corners on their sites somewhat
2 differently.

3 The retail, is it built in when the retail's
4 two levels, that it would be two tenants, or not
5 necessarily?

6 MR. PANDYA: It's most likely two tenants. A
7 lot of the upper floor is Neena's, and the lower floor, I
8 think, is TBD -- right? But it's a nonfood use.

9 MR. MEIKLEJOHN: Right.

10 MR. PANDYA: Yep.

11 MR. MEIKLEJOHN: And I would defer to the
12 Chair on this one because it gets us into the parking
13 topic, but I'd like to hear more, if not right now, then
14 sometime soon, but how we get from 87 to 52 parking
15 spaces. That's a -- not -- you know, interesting change,
16 and I just want to hear more about it.

17 MR. PANDYA: Yep.

18 CHAIRMAN GELLER: Maria, was part of the
19 intention that tonight you would review the parking
20 number --

21 MS. MORELLI: Yes, absolutely. So the project
22 team does have their full team here, so --

23 CHAIRMAN GELLER: Good.

24 MS. MORELLI: -- Mr. Simon is here.

1 CHAIRMAN GELLER: So what I think makes -- was
2 Cliff going to offer input?

3 MS. MORELLI: Yeah, so Mr. Boehmer does have a
4 final report.

5 CHAIRMAN GELLER: Good. Okay. So I think
6 let's hold off.

7 MR. MEIKLEJOHN: Sure.

8 CHAIRMAN GELLER: You're raising the right
9 topic. As far as I'm concerned, let's hold off. Let's
10 wrap up the discussion -- more broader discussion about
11 design, and then we can move to that.

12 MR. PANDYA: So -- and that's fine. There was
13 just the piece on trash unloading. We can do it later --

14 CHAIRMAN GELLER: Yep.

15 MR. PANDYA: -- which is fine as well.

16 CHAIRMAN GELLER: Let's do that. We'll just
17 hold off on the parking aspect because I think that's a
18 longer discussion.

19 MR. PANDYA: Sure. There's more sort of a day
20 in the life. And we did get Board of Health approval on
21 the trash plan --

22 CHAIRMAN GELLER: Why don't you go through the
23 day in the life. And if you could do it to the actual
24 Beatles song, you'll get extra points.

1 MR. PANDYA: So as you wake up the morning in
2 the building. I forgot to jump out.

3 So I think you can just as easily read the
4 report so I'm not going to read it verbatim because it's
5 there, and I know we went through it pretty extensively.
6 But because of the changes in use as far how trash was to
7 get stored and removed because it was a food use before,
8 and it's different now, I think it's just helpful to just
9 sort of refresh to say -- and kind of just quickly go
10 through it.

11 So it is still -- it is still Casella Waste
12 Management that's going to be running this trash removal.
13 There's the residential waste, and there's going to be
14 trash and recycling pickup which are the two components
15 along with the retail and commercial. So each floor has
16 a trash room which will have the bi-sorting chutes. The
17 bi-sorting chutes come down to this trash room, and then
18 that's where they're held and stored until it's trash
19 pickup days. There's a maintenance -- a maintenance
20 person will collect the cardboard storage which is on
21 each floor as well, and that will also come down where
22 there's a baler in the trash room for cardboard.

23 And then the trash room on the first level of
24 the garage, they'll be enough space for five gallon --

1 five 96-gallon bins for recycling in that room as well as
2 the compactor. And then the trash compactor and
3 cardboard compactor will be there so they'll need
4 additional pickups which was recommended by Brookline
5 Health Department. Monday and Friday will be the pickups
6 between 10 and 11 on the loading dock site. Like I said,
7 we've increased the loading dock depth by I think it's
8 right around five feet just so we can accommodate more
9 trash collection. And there's the trash tug which is the
10 motorized power assist that is brought up from the trash
11 room in the garage, up the parking ramp to be brought
12 into the loading dock for pickup. Used pretty commonly.
13 I think there's a spec. Yes, no, maybe. I forget. Yeah
14 there it is. So it's pretty straightforward to use that
15 system to bring it up. I think we've showed you that
16 before.

17 These are just the plans for all the trash
18 rooms. So that gets stored in here and that gets brought
19 up -- sorry. Where's the other -- there it is -- gets
20 brought up the ramp into the loading dock. So in the
21 loading dock -- sorry. Just getting my notes. In the
22 loading dock, there's enough room for the 96-gallon trash
23 cans for which they're essentially collected on Mondays
24 and Fridays that are there.

1 So essentially, everything gets brought
2 into that loading dock on Monday and Wednesday morning
3 between -- it depends on if it's trash or if it's going
4 to be recycling. And building management will sort out
5 bringing the cardboard in, and the bi-sorters bring the
6 trash from the units by floor into the basement of the
7 parking garage, and then brought up by the trash caddy,
8 if you will, into the loading dock to be picked up twice
9 a week.

10 So that's all detailed. It's been submitted
11 and, I guess, approved as of today by the Board of Health
12 for non-intensive use on the loading.

13 I'm going to go back to -- jump back into
14 here. I think there's -- there was a question before
15 on -- and then just back on the ground floors. So the
16 ground floor, we have the residential entrance right here
17 on Beacon. We have the residential entrance here on
18 Soule. So there's the two -- sort of two lobby areas and
19 then the fitness, which I think we talked about a little
20 bit. But this essentially has now gone from the meeting
21 room to a fitness center which I think adds a little bit
22 more life to the edge of Soule Ave. which is, I think, a
23 change from last time.

24 And then we've also, as I mentioned, have

1 temporary trash rooms in each retail space that they
2 would use to bring trash either through this corridor to
3 the loading dock for the ground floor; or from the upper
4 floor, they can bring it down in this elevator which goes
5 straight to the garage and into the trash room
6 temporarily. Then the person can bring it out through
7 the garage via the trash caddy.

8 So that's pretty much how trash works. It's
9 pretty straightforward for the building overall. And
10 then I don't know if you wanted to get into parking, but
11 I can turn it over to...

12 CHAIRMAN GELLER: Why don't you present
13 parking, then we'll jump back to it for discussion
14 purposes.

15 MR. SIMON: Hi, I'm Alan Simon from Simon
16 Design Engineering, and I want to give you some of the
17 dialectic of how we got to the number of parking spaces.
18 The project initially had a desire for a restaurant and a
19 retail use on the site combined with age-restricted
20 housing, and we were asked to do a mixed-use parking
21 study to try to come up with the appropriate number of
22 parking spaces for age -- with age-restricted housing
23 because the zoning -- I believe the zoning requirement's
24 two spaces per unit, and to come up with an appropriate

1 mix and parking count for this site and this project.

2 What's transpired between the last iteration
3 and this iteration is the decision not to have the
4 restaurant use to be included and a reduction in the
5 number of units actually in the space. The parking ratio
6 for the residential we had not changed for the
7 residential component. We've been following ITE
8 recommendations for a range of ratio of .45 to .67. I
9 know it's different than what the peer reviewer and what
10 the ULI has, but the ITE has more current data, and the
11 information which makes this site unique is the fact that
12 it's on a mass transit line and that we're still
13 developing -- or still finding out the impact of the TNCs
14 or the transportation providers such as Uber and Lyft.

15 The developer -- or the proponent has gone
16 through research to find out what other similar
17 age-restrictive projects have used for their parking
18 counts, and they're comfortable with the numbers that we
19 have in the .6 range.

20 The garage is all self-park. There's a
21 limited number of spaces that are going to be available
22 to the retail. They're going to be managed -- retail and
23 guest during the day, and they're going to be managed by
24 property management.

1 MS. POVERMAN: What does that mean? "They're
2 going to be managed by the property management."

3 MR. SIMON: Only people who are coming to the
4 site will be allowed to use those spaces, either visiting
5 the retail or visiting a guest in the -- as a guest in
6 the building.

7 CHAIRMAN GELLER: Questions?

8 MS. SCHNEIDER: This may be what Kate was
9 getting at, but what are the specific mechanisms for
10 managing the parking? Are we talking about keycard
11 access? Are we talking about -- I don't know how --
12 exactly what the --

13 CHAIRMAN GELLER: What does "managed" mean?

14 MS. SCHNEIDER: What does "managed" mean?
15 What are the specific strategies that would be used in
16 order to make sure that the only people coming into the
17 garage are either residents, visitors to residents, or
18 retail users?

19 MR. SIMON: There are many, many, many
20 mechanisms for parking management. We haven't gotten
21 into the specific -- we haven't gotten into the specifics
22 until we understood what the right mix was going to be.
23 I've seen everything from signage to stickers to keycard
24 access. But, you know, it's going to have to be somewhat

1 open allowing people to come in with a token to get out.
2 It's a question really more of security than anything
3 else.

4 MS. SCHNEIDER: Well, I think it's security
5 and making sure that there is adequate parking for the
6 users of this building.

7 CHAIRMAN GELLER: Right.

8 MS. POVERMAN: Is it possible to limit parking
9 to residents and users of the building but not employees?

10 MR. SIMON: Of course it is.

11 MS. POVERMAN: Because that would free some up
12 since 40(b) doesn't require any accommodations for
13 employees of mixed use, but we do need, you know, VNAs
14 come in and things like that. That might be a way of --
15 visiting nurses.

16 CHAIRMAN GELLER: I know what you mean.

17 Yeah, I don't want to go down too far the road
18 on the discussion on this just yet.

19 MS. POVERMAN: Yeah, I hear you.

20 CHAIRMAN GELLER: I want to hear the
21 presentation.

22 MR. SIMON: That's really the gist of the
23 presentation.

24 CHAIRMAN GELLER: Randolph?

1 MR. MEIKLEJOHN: Just to break down the
2 numbers, I think I heard you say that for the residential
3 units, you were coming down to a design based on .6
4 spaces per unit?

5 MR. SIMON: Pretty much.

6 CHAIRMAN GELLER: So on .45, .67 --

7 MR. SIMON: The ratio that ITE, Institute of
8 Transportation Engineers, gives is .45 to .67.

9 MR. MEIKLEJOHN: Okay. But for the -- for 65
10 units, that gets you 39 or 40 spaces, so you've got 12 or
11 13 left, which on 6,600 square feet of retail is about
12 500 square feet of space per --

13 MR. SIMON: The second floor retail -- this
14 was the discussion with the proponent of the second floor
15 retail is I believe a lower density use and is going to
16 be dedicated to Neena's, and they have a very low parking
17 demand.

18 MR. MEIKLEJOHN: Why?

19 MR. SIMON: Why do they have that low a
20 parking demand?

21 MR. MEIKLEJOHN: Well, two questions. Why do
22 they have lower parking demand, and why would you base
23 the design of something -- something like parking
24 capacity around a tenancy -- I appreciate there's a

1 relationship between the store and the developer here --
2 but why go that way?

3 So, first question, what is the difference?
4 What's the difference in parking need on what you're
5 describing is a different type of retail space?

6 CHAIRMAN GELLER: Is Neena's demand materially
7 less than other low-density retail uses?

8 MR. SIMON: They historically have told us it
9 is.

10 CHAIRMAN GELLER: Okay. Okay. That's
11 helpful.

12 MR. SIMON: It's a historical precedent from
13 them.

14 CHAIRMAN GELLER: So -- and I apologize,
15 Randolph, if I get your question wrong, but I'm going to
16 take a shot at it.

17 MR. MEIKLEJOHN: Go ahead.

18 CHAIRMAN GELLER: Most tenants do not exist in
19 retail space in perpetuity. Neena's is not forever going
20 to be the tenant of this space; therefore if this space
21 is to have a typical retail tenant, low density --
22 right? -- what would the demand be? Would this make
23 sense? I mean, it's not just our question. It's whoever
24 owns this building, whether that's the current developer

1 or somebody else. They need to -- whoever is in this
2 retail space is going to have some requirements. And if
3 that requirement -- if Neena's demand is so far off what
4 is normal and customary, how's that going to work?

5 MR. SIMON: I don't think the demand that
6 exists, I -- forgive me -- but is that far off the total
7 retail requirement. And the reality is does all the
8 parking for all the retail need to be accommodated within
9 the zoning in -- directly in the footprint of this
10 building since there are also the ability for people
11 coming from other modes of transportation.

12 I'm not here to argue. I'm merely raising --
13 the charge was also to try, in this iteration, to reduce
14 a level of parking to pull the building up out of the
15 water table which has considerable construction and
16 long-term operational issues for them, and environmental
17 issues. So this was an attempt to try to maximize the
18 parking that we have and to come with something that
19 seemed like a reasonable approach.

20 MS. SCHNEIDER: Could you just tell us what
21 the parking ratio would be assuming that it's -- I think
22 you said it would be very similar if we were just to
23 assume a non-Neena's use. Because it sounds like maybe
24 there was some calculation or adjustment done based on

1 the anecdotal evidence of this particular use, but going
2 to the Chair's point, some other user may be there at
3 some point. If we were not assuming Neena's use based on
4 their anecdotal history but another low-density retail
5 use, what would be the requisite number or ratio of
6 parking for that space? Or are you saying it's the same?
7 I thought you said --

8 MR. SIMON: No, I didn't say it's the same.

9 MS. SCHNEIDER: Okay.

10 MR. SIMON: I did the math once. I hate doing
11 math standing on my feet. But I believe it was about
12 four or five spaces was the delta.

13 MS. SCHNEIDER: So you think that in order to
14 accommodate a non-Neena's retail use on that second floor
15 space, five additional parking spaces would be --

16 MR. SIMON: And to meet the zoning
17 requirements.

18 MS. SCHNEIDER: Well, it's not to meet the
19 zoning requirements. It's to fit into that ratio that
20 you were talking about as being desirable because I don't
21 think this is meeting the zoning requirements in any
22 event.

23 MR. SIMON: The retail, I believe you had a
24 lower ratio for second floor retail.

1 MS. SCHNEIDER: What is that ratio? Could you
2 tell me?

3 MR. SIMON: I don't remember.

4 MS. SCHNEIDER: Okay.

5 MR. MEIKLEJOHN: I'm sympathetic to your not
6 wanting to do arithmetic standing on your feet, and I
7 won't ask you to, but just looking at the design logic, I
8 completely understand the construction economics of
9 removing an entire floor of parking. And I think what's
10 behind our question is that it might be that you've --
11 the building hasn't caught up with the parking reduction.
12 You know, on the plus side, this is a cellular building,
13 and it might be that to bring the superstructure of the
14 building in line with the two-story parking proposal,
15 further reduction of mass or units or commercial space
16 might be warranted.

17 MR. SIMON: That's an economic equation that
18 is not related to --

19 MR. MEIKLEJOHN: Well, no. It's a regulatory
20 equation also because there's a question of the
21 appropriate provision of parking for the commercial
22 spaces.

23 MS. SCHNEIDER: I think ultimately what the
24 board is asking for is a little bit more granularity as

1 to what the required or necessary parking would be. And
2 I understand, and I'm not trying to make you do math on
3 the spot either, but I think it's an essential part of
4 the presentation that you're giving us tonight, and we'll
5 need you to come back with that information.

6 MR. SIMON: Okay. Is following the ITE logic
7 acceptable?

8 MS. POVERMAN: I'd like to hear what
9 Mr. Stadig has to say about that.

10 MR. SIMON: That's okay. I just -- there's
11 many -- there's different logic paths one can go down,
12 and different data.

13 MS. SCHNEIDER: I mean, I guess what would be,
14 at least from my perspective, most helpful to the board
15 is understanding it under the various rubrics. I mean, I
16 think we will hear and we have heard from Mr. Stadig that
17 he employs a different methodology and suggests a
18 different methodology for calculating appropriate parking
19 and appropriate parking ratio. So if we could get the
20 numbers based on ITE but also based on ULI or
21 whatever other --

22 MR. SIMON: That's fine.

23 MS. SCHNEIDER: -- metrics Mr. Stadig is
24 suggesting, I think that would provide a good basis of

1 comparison for the board.

2 MR. SIMON: Okay.

3 CHAIRMAN GELLER: I would also suggest that it
4 has to make logical sense. Okay. Thank you.

5 Anything else from the development team?

6 MR. PANDYA: I would just add that I think
7 from a logic perspective, I think it's also helpful to
8 look at the fact that demand for vehicles in general is
9 declining. There's plenty of statistics out there, and
10 you can look at the ITE stats which makes total sense,
11 because that's where we are today as a snapshot, but it
12 may not necessarily where we are -- where we'll be in ten
13 years. Between Uber, rideshare, Lyft, and everything
14 else that's out there, I think that is -- I think that's
15 where we're --

16 CHAIRMAN GELLER: I'd say this. The board is
17 aware that the demand for single-use vehicles is
18 declining. Frankly, the -- I believe the .9 ratio that
19 the Town now utilizes for residential uses is an
20 accommodation based upon that thinking. So it's already
21 baked in. Let me also suggest that we're also aware that
22 this is on a public transit line. At least two of us use
23 public transit every single day.

24 MR. MEIKLEJOHN: At least three.

1 CHAIRMAN GELLER: Three of us. That's true.
2 Sorry, Randolph.

3 MS. SCHNEIDER: Sorry, Randolph.

4 CHAIRMAN GELLER: And I think we have, let me
5 suggest, definite views of how good it is and whether it
6 actually will attract a large percentage of people.

7 So let's move on to Cliff Boehmer to hear what
8 he has to say. Final report, Cliff.

9 MR. MEIKLEJOHN: Final report.

10 CHAIRMAN GELLER: Maybe.

11 MR. BOEHMER: There's never a final report.

12 CHAIRMAN GELLER: All right. I take that last
13 comment back because I'm taking flack.

14 MR. BOEHMER: In fact, I think I can be
15 relatively brief. What you read was actually an
16 aggregated report from looking at three different
17 submissions. And I'll start -- I do want to get back to
18 a couple pretty mundane points, so I'll -- I know I have
19 to hurry, so -- I do want to hit on those, though.

20 Overall, I think Maria captured the essence of
21 the last meetings we had and a very quick turnaround of
22 changes that were responsive, I think, to virtually
23 everything that we brought up, and maybe some additional
24 things.

1 So starting on the big picture, I do think
2 that there were meaningful changes in the massing, and I
3 think the -- particularly the kind of toggling images
4 that you see where the building height did change. And
5 it had a couple -- there were a couple developments once
6 the height of the building did drop -- the tallest part
7 of the building did drop, there were other changes made
8 that improved both the proportions and the massing of the
9 building. I think, for example, the -- on the proportion
10 side, I think moving on the back side of the building, if
11 you want to call it the back side, the residential entry
12 side of the building, there were moving the cornice line
13 down and increasing the setback to six feet, it created a
14 much smaller piece that is lower down on the building. I
15 think that was the right move rather than carrying that
16 fourth story cornice line that matched more closely the
17 building directly across the street.

18 I mentioned in the report there was more -- it
19 wasn't only that. There were some other sort of
20 sculpting of the massing that were -- both in plan and in
21 elevation that I think helped. There were changes as far
22 as, if you remember, the eight- and ten-story scheme had
23 kind of small almost like little addition piece that came
24 out on the ninth floor onto the roof of the eighth floor.

1 That's now been integrated fully into the ninth floor
2 which simplifies -- I think improves the overall massing
3 of the building.

4 So overall, as far as listening to what we
5 told them, as far as the way we felt it should still be
6 moving and improving, I think it worked, and in a lot of
7 different ways. I think pulling the overhang back was
8 kind of a surprising change that -- but I do think it
9 works. I think getting more light on the building works
10 better. I think there were functional changes, and I
11 think a lot of that -- as far as the driveway, the way
12 the driveway works, and actually studying -- studying how
13 vehicles move, how you can have vehicles parked there and
14 still pass by, there were a lot of changes made on that
15 that -- so I think functionally, the Soule side works
16 better.

17 My report, as most of my reports do do, there
18 is a long list of things that aren't in yet that are
19 problematic. They usually are provided in the normal
20 course of the development of the project. On the other
21 hand, there are things that are developed. I think in a
22 simpler building, they would be developed in the normal
23 course of furthering the project. But in this building,
24 the construction management plan was something that a lot

1 of people pushed on, especially after the geotechnical
2 discussions from two meetings ago, I guess it was. And
3 certainly changing the parking level, you know,
4 irrespective of whether there are enough spaces or not,
5 that is a really big difference from a constructability
6 perspective and probably overall construction impact,
7 potential impact on neighbors, not to mention, you know,
8 we were really questioning whether you could actually
9 reach equipment into that hole to do it.

10 The reason, I think, then in my report, I said
11 I think there needs to be more development of that plan.
12 And I think that was reinforced by the Fuss & O'Neill
13 report. They -- if you saw their extended e-mail,
14 they -- I think they feel the same way I do, that there's
15 more work that needs to get done. There was an initial
16 diagram of site logistics that primarily described
17 ensuring adequate levels of safety to the neighbors, both
18 on the Beacon Street side and on the Soule Street side.
19 But it did point that through the construction period, it
20 looks as if the sidewalk and the parking lane on that
21 side of the street would be occupied for construction
22 activities. So -- and that's potentially for two years,
23 so that's a big deal.

24 And I think understanding that, and the Fuss &

1 O'Neill report picked up on that and said, Well, what
2 about fire trucks getting by. And so there's another
3 level of reality that I think -- and I'm not suggesting
4 it is impossible at all. I'm not suggesting that. But I
5 think for people to have an adequate level of comfort,
6 that needs to be fleshed out more.

7 I think that there were -- as you probably
8 remember, I think the last time I talked, it kind of
9 drifted into territory that isn't necessarily
10 architectural that has to do with intensity of use.
11 Certainly, cutting down the number of units is moving in
12 the right direction. I think everybody agrees with that.

13 I think whether -- again, I'm not judging
14 whether that's the right number of parking spaces, but
15 certainly providing fewer parking spaces and thereby
16 creating fewer vehicular trips, is cutting down on
17 intensity. Certainly, changing the retail uses, getting
18 rid of the restaurant use, cutting that square feet, all
19 of that is certainly moving in that direction of cutting
20 down overall intensity of use.

21 A couple other points I did want to make, I
22 will go to one of my personal pet peeves, which is just
23 still trying to get my mind around the trolly and the
24 Dumpster. The -- I think the point I made was that, if

1 you read the way that plan works, is so the trolley pulls
2 the Dumpster up and then goes across the front of the
3 building over what's the roof of the parking deck, and
4 then deposits the Dumpsters. And it -- I don't mean to
5 be too mundane, but it did say that was happening at six
6 in the morning. And somehow, I don't -- I can't see that
7 happening.

8 These Dumpsters typically have steel wheels.
9 I could see that as being kind of disruptive to the
10 neighborhood. So whether it's getting Dumpsters with
11 rubber wheels or not doing them at six in the morning,
12 and certainly making sure that the paving materials on
13 that -- on the driveway area are really up for having
14 that happen two times a week forever is kind of an
15 important thing, because that's really the public face
16 that you certainly don't want to see get prematurely
17 degraded from that use.

18 I think some of the other bigger points that I
19 made are kind of missing pieces. You know, adequate
20 material callouts on the building is always really
21 important before you start locking into an impression
22 of -- you know, a well-founded impression of the
23 building.

24 What else? The -- I think Fuss & O'Neill -- I

1 think it also brought up that -- re-brought up the
2 subject of when are more geotechnical borings going to
3 happen; and environmental testing, whether there were
4 separate borings or not.

5 I had just another very mundane question
6 related said to how the -- if you do have somebody
7 visiting for retail use, does that mean the doors are
8 open all the time? How does just a random user get in?
9 And if the door's open all the time, then we don't get to
10 see all of that nice art on the doors.

11 So just, you know, it's all in there. Very --
12 range of mundane things and missing exhibits. But I will
13 reiterate that I think there was a lot of attention paid
14 to everything from that intensity of use kind of
15 overarching issue to some pretty fine level of detail as
16 far as further -- further working with the proportions
17 and massing of the building.

18 I'm not -- we didn't see new shadow studies in
19 this new package. That would be interesting to see how
20 the massing changes did impact that. Otherwise, that's
21 kind of my -- those are the overarching comments.

22 CHAIRMAN GELLER: Questions?

23 MS. SCHNEIDER: No.

24 CHAIRMAN GELLER: Randolph, questions?

1 MR. MEIKLEJOHN: No.

2 CHAIRMAN GELLER: Thank you.

3 MR. BOEHMER: Okay.

4 CHAIRMAN GELLER: Don't go too far away.

5 MR. BOEHMER: Don't worry.

6 CHAIRMAN GELLER: Art. I see you hiding over
7 there.

8 MR. STADIG: Good evening. Art Stadig, Walker
9 Consultants, parking peer reviewer for the Town. Try to
10 keep it as brief as possible. We had written a report
11 and updated that late last week and took, again, a look
12 at the parking demand for the project. With the overall
13 reintroduction of the number of units and increase of the
14 commercial space, but with no food use, we took a look
15 at those items, took a look at Simon's report. And
16 essentially, the Simon report indicated what the
17 demand -- it took a look at things two different ways.
18 Took a look at the demand required by the ULI data for
19 the retail, then took the total amount of 52 spaces,
20 subtracted that, and said, Well, this is what's left
21 over.

22 Alternatively, they said it's the proponent's
23 plan to provide .64 spaces per unit, and then that's --
24 leaves a remaining 10 spaces for others. And those

1 others would be visitors, tradespeople, and retail all
2 combined would need to use those ten spaces. So
3 essentially, that's what they -- where that's at.

4 What our recommendations continue to be is
5 that we recommend that in the upper end of the range of
6 .7 to .9, and we've used .8 for residents, that's 52
7 spaces, plus .1 for visitors, tradespeople, that's
8 another 7 spaces, and then 16, we think, is appropriate
9 for the retail. All of that added together adds up to 75
10 spaces.

11 Now, having said that, a reasonable review of
12 this would look at it and say, well, there's some shared
13 components. There will be times when not all residents
14 will be in the facility, will leave for the day, and it's
15 hard to predict what that might be. For some projects
16 and some rental units -- or residential units, it can be
17 as high as 50 percent leave during the week. I think
18 we'll be substantially lower than that. Maybe 20
19 percent, maybe at the very end, 30 percent of the people
20 may leave during the day. But that's speculative at this
21 point in time.

22 That does leave a little bit of room inside
23 the facility for tradespeople and retail visitors;
24 however, having said that, what I'd like to point out is

1 that approximately a quarter of the parking spaces in the
2 garage are kind of restrictive. And in that, I mean,
3 they're either compact spaces, they're parallel spaces,
4 or the electric vehicle charging. And I'm not talking
5 about the accessible parking. So even though there may
6 be some residential parking that leaves and allows a
7 shared use component, there's a lot of restricted spaces
8 within the parking facility. And this presumes that no
9 spaces would be marked for residents only, and every
10 space would be open to be used by all.

11 A couple quick points. You asked why do we
12 think it should be up in the range of .8 for residents.
13 We looked at the unit mix, number one. Number two, we
14 looked at the U.S. Census for this tract and what's going
15 on. And then, finally, we didn't disregard the ITE
16 results, but we found the ITE to be a little bit limiting
17 because there were only two data points for the ITE. In
18 other words, it wasn't -- they didn't take 50 different
19 data points from throughout the United States. There
20 were two from down in Pennsylvania. So we said, well,
21 does that really apply? Is that really all that accurate
22 for what we're seeing here? So not that we disregarded
23 it, but we just didn't take that with as much strong of
24 emphasis for what we're looking at here.

1 One quick comment. You said how would you
2 manage parking? Typically, in this type of environment,
3 the way you do is you charge the heck out of people that
4 don't belong, and you don't charge the heck out of people
5 that you do want there, and that tends to limit, but you
6 can't really restrict somebody from coming in and parking
7 there because it's very difficult unless you literally
8 have a human presence at the entry looking at every
9 person coming in and finding out what their nature is to
10 be there. So most of my consultancy in Cambridge and in
11 this area and down in Boston, if you're trying to
12 restrict parking, it's you just really charge high rates
13 for people and then discount those that belong, so --
14 would be my comment on that.

15 I think that would be it. Also mentioned
16 retail. The Town requires three per thousand for lower
17 level, and half that for the upper second floor retail.
18 You know, for something like this, three to four would be
19 reasonable. Half that, probably not so much. But I
20 don't find the total amount of 16 -- 15 to 17 that Simon
21 had presented, and that's what the Town requires is 16,
22 as being unreasonable for the retail that would be -- for
23 this type of retail in a denser urban environment.

24 MS. SCHNEIDER: I'm sorry. You said you do

1 not think it is unreasonable.

2 MR. STADIG: I think it's acceptable or it
3 would -- would be okay. But provided that there are
4 those spaces available for people to come and park, of
5 course.

6 MS. MORELLI: Could I just ask a question
7 about compact spaces?

8 CHAIRMAN GELLER: Sure.

9 MS. MORELLI: At the last hearing, Mr. Stadig,
10 I think your associate said that even though the report
11 stated that you do not recommend any compact spaces, when
12 we pressed him further, he said you can just manage it by
13 maybe delineating with stripes or paint that these are
14 compact spaces to discourage, you know, like a pickup
15 truck parking in a compact space. But how should the
16 compact spaces be -- I don't think they're going to go
17 away from the plan, so is it that you are very -- drawing
18 a hard line that there should be no compact spaces, or
19 they should be managed -- that should be managed a little
20 bit differently?

21 MR. STADIG: The compact spaces are allowed by
22 zoning.

23 MS. MORELLI: Right.

24 MR. STADIG: But the notion of compact spaces

1 goes way back to the -- throwback to the '70s when
2 vehicles were very small and very large and you could
3 easily differentiate the two. As we've gone -- come
4 along, most vehicles have really gone to the middle and
5 center. They're not -- everybody understands that there
6 are small -- small compact cars, but predominantly, most
7 are more aggregated in the middle. What we find though
8 is that when you do have compact spaces, because there
9 really isn't a clear understanding of what's compact or
10 not, people will just park in them anyway. Because
11 they're so tight, people mispark and they tend to park
12 next to the line or over the line, basically rendering
13 the next space unusable so you didn't really pick up any
14 parking in the first place.

15 Now, the way to manage that for residential
16 would be to allocate those particular spaces to
17 particular residents that have compact cars. It's a way
18 to do it. No problem. You can do it. But as I stated
19 earlier, those would be restricted spaces, so that those
20 really wouldn't be open and available typically to retail
21 customers or, you know, other visitors or service
22 providers. I mean, they could park there, but typically,
23 they're just less useful spaces.

24 And the geometrics are quite tight to really

1 get into spaces the way it is with drive aisle. Just
2 tight. Very tight.

3 CHAIRMAN GELLER: Thank you. Other questions?

4 MS. SCHNEIDER: No.

5 CHAIRMAN GELLER: Questions?

6 MS. POVERMAN: So I do have a question. So as
7 for the ULI and the -- what is -- ITE and ULI, we have
8 sort of dueling standards that are being used. How do we
9 resolve which one we think is more reliable?

10 MR. STADIG: Just to dispel something. ULI
11 does have ratios for various parking use groups, so for
12 retail and for residential and for etc., but they have a
13 methodology that allows for you to reduce or adjust those
14 factors for a lot of different reasons, primarily
15 presence, when people actually are there or not, and
16 sharing other -- sharing parameters. So the ULI is not
17 -- you don't need to look at it as there are strict
18 numbers there, but it's really more methodology to look
19 at it. The real question is the base ratios have a
20 difference between IT and ULI. I wouldn't say one's
21 better or not. They just happen to differ sometimes with
22 them.

23 We prefer ULI a little bit more than ITE, but
24 we also rely extensively on Walker's own internal

1 database because we have a nationwide database of all of
2 these different parameters also.

3 MS. POVERMAN: Thanks.

4 CHAIRMAN GELLER: Okay. Very briefly,
5 because --

6 MR. MEIKLEJOHN: Three minutes.

7 CHAIRMAN GELLER: I've got five minutes. Five
8 whole minutes. Does the applicant want to say anything
9 briefly in response to what we've heard?

10 MS. BALAKRISHNA: Just very briefly.

11 CHAIRMAN GELLER: Okay.

12 MS. BALAKRISHNA: Thank you. Good evening.

13 Rachna Balakrishna, attorney here on behalf of the
14 developer. I just want to again thank our team. I
15 think, as you've seen, they've worked really hard to put
16 together a very comprehensive presentation. We've been
17 trying very hard to respond to the charges that we
18 received from the zoning board, and I think you know that
19 we're very committed to doing really, you know, a
20 beautiful building in the heart of Coolidge Corner.
21 We've tried very hard to respond to the concerns about
22 intensity of use, most notably by reducing the parking to
23 two levels. The units are now 65 units, including 13 --
24 they're all rental units -- including 13 affordable

1 housing; and also by limiting the use of the retail
2 space.

3 I just very quickly like to add that while our
4 hope and our desire is that the Neena's Lighting store
5 will be occupying the second floor space, it has been in
6 that location for many years, we also believe that
7 whether it's Neena's or any other second floor retail
8 space, that we believe that we have -- based on our --
9 from what we've discussed with the parking consultants
10 and what we've seen in Coolidge Corner, that we believe
11 that we have sufficient parking for the retail space that
12 will be there.

13 I would also just like to add, as Haril had
14 noted, we have six electrical -- electric vehicle
15 charging stations in the garage. Maria had noted today,
16 and I agree, that it would be -- and it's recommended by
17 the Town. It was apparently brought up in town meeting,
18 as well -- that we could use at least two of the charging
19 stations for electric vehicle car sharing, which would
20 also reduce the need for car ownership among the
21 residents.

22 We believe that the lower -- the two levels of
23 parking will be a benefit in terms of the smaller number
24 of cars coming in and out of the building, as well as, as

1 Alan had mentioned, the reduction in the geotechnical and
2 the construction impact. So we wanted to make note of
3 that.

4 We have also seen that other 40(b) projects in
5 Coolidge Corner have been approved with parking ratios
6 lower than .7 or .8, and we believe that ours is as good,
7 if not better, a location in terms of being centrally
8 located to those other projects.

9 Finally, I'd just like to say that we've been
10 looking very carefully at the financial feasibility of
11 this project. We've been -- obviously, it's an important
12 consideration. We've been looking at a lot of
13 projections on income and expenses, as well as at the
14 underwriting requirements of potential lenders for this
15 type of -- for this project, and in particular, this
16 site. I think it goes without saying that it's obviously
17 expensive to build here, but it's something that we're
18 committed to doing.

19 That being said, we've made a lot of changes.
20 We would have a very hard time making this project
21 financially feasible if there were further reductions.
22 So we really have looked very carefully at that, and we
23 look forward to continuing with the comprehensive permit
24 process.

1 CHAIRMAN GELLER: Thank you, very much.

2 I think -- it's 8:28, and I did promise that
3 was a hard stop, so we are going to stop.

4 At our next hearing, I think it is important
5 for the board, as much I want to have that discussion
6 tonight, it is important that we carry it over to the
7 next hearing. Obviously, there is clearly a discussion
8 that the board is going to have, particularly with the
9 developer, about parking and calculations and adequacy
10 and logic of how you've calculated it. So that
11 conversation will have to take place at the next hearing.

12 Let me also specifically mention that although
13 we don't have time tonight to have an opportunity for
14 testimony from the public, that opportunity will be
15 afforded to the public. We're going to have other
16 information at the next hearing, hopefully, which will
17 include, as I understand, geotech and, I think, a few
18 other things, so it will also give you an opportunity to
19 speak to those things that are also raised. But I want
20 to be very clear: You will not be prevented from raising
21 issues that -- information that was presented at this
22 hearing at the next hearing. You will have an
23 opportunity to speak.

24 MS. SCHNEIDER: And if I can just jump in, if

1 folks have comments about the materials tonight or the
2 presentation tonight while they're fresh in your heads,
3 please e-mail us. Write us.

4 CHAIRMAN GELLER: That's right.

5 MS. SCHNEIDER: Let us know your thoughts just
6 so that we also have the benefit of those thoughts going
7 into the next hearing.

8 CHAIRMAN GELLER: So I want to thank everyone
9 for your testimony this evening, for your attendance this
10 evening, and we will see you at the next hearing.

11

12 (Whereupon the hearing was adjourned at 8:29
13 p.m.)

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CERTIFICATE

I, DEBORAH J. BATEMAN, Court Reporter and
Notary Public in and for the Commonwealth of
Massachusetts, do hereby certify that the foregoing
record, pages 1 through 71, inclusive, is a complete,
accurate and true transcription of my stenographic notes
taken in the aforementioned matter to the best of my
skills and ability.

I witness whereof, I have set my hand and seal
this 14th day of June, 2019.



Deborah J. Bateman, Notary Public in and
for The Commonwealth of Massachusetts
My Commission Expires: November 2, 2023

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